

Today's Advertisements.

THEATRE ROYAL,
CITY HALL.
SOCIETY'S RE-UNIONS.

TO-NIGHT
TO-NIGHT
TO-NIGHT
TO-NIGHT
TO-NIGHT

THE DONATORS OF BIRTH AND MUSIC
OUR NEW PROGRAMME
AN ASSURED AND COMPLETE
SUCCESS.

Which will be repeated TO-NIGHT for the
LAST TIME
Positively not a dull moment throughout the
evening.

You laugh simply because you can't help it;
And that is certainly what an Entertainment for
the Far East should be.

THIS (FRIDAY) EVENING,
March 26th.
GRAND FASHIONABLE PERFORMANCE
(Under Special Patronage).

NOTICE.
The distinguishing characteristics of the present
Programme are
Art, Science, Music, Mirth, Song and Story
happily blended together, that all tastes
of the public are catered for.

A Ringing Peal for England TO-NIGHT.
NOTICE.—TO-MORROW (SATURDAY),
COLOSSAL SPECIAL PROGRAMME.
The best of the Season.

First time this Season: Miss MAY HADGROVE'S
Wonderful Piano Solo,
"Killicroy".

First time of Miss LINTON'S and Mr. HUD-
SON'S Modern School of Acting.
The GORLAYS' Burlesque on "The Trip to
Chinatown."

HUDSON'S Lightning Change from White to
Black in 12 seconds.
"THE GAITY GIRL."
Litty Lind's Skit Dance, &c., &c.
Secure Seats. Avoid disappointment.

PRICES:—\$1 & \$2. Special Reserved Seats \$3.
Box Plan at Messrs W. ROBINSON & Co.'s
Music Warehouse.
Doors Open at 8.30.

THOS. P. HUDSON.
Hongkong, 26th March, 1897. [519]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "DENLARIQ,"
FROM LEITH, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st April will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 3rd
April, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be counter-signed by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th March, 1897. [525]

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship
"ESMERALDA,"
Captain G. A. Taylor, will be despatched for the
above Port TO-MORROW, the 27th instant, at
4 P.M.

This Steamer has Superior Accommodation
for Passengers, and is fitted with the Electric
Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th March, 1897. [523]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain H. C. Gray, will be despatched for the
above Ports on SATURDAY, the 3rd April, at
11 A.M.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A daily qualified Surgeon is carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th March, 1897. [524]

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)
CHITTAGONG, Saturday, 3rd April.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship
"CHITTAGONG,"
will be despatched hence for VICTORIA,
(B.C.) and PORTLAND, OREGON, via KOBE
and YOKOHAMA, on SATURDAY, the 3rd
April.

Consular Invoices of Goods for United States
Points should be in QUADRUPPLICATE; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and
Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th March, 1897. [403]

Today's Advertisements.

VICTORIA RECREATION CLUB.
ATHLETIC SPORTS.

BY kind permission of the JOCKEY CLUB the
above SPORTS will be held on the
RACE COURSE, TO-MORROW (SATUR-
DAY), the 27th instant.

R. F. LAMBERT,
Acting Hon. Secretary.
Hongkong, 26th March, 1897. [520]

VICTORIA RECREATION CLUB.
ATHLETIC SPORTS.

THE COMMITTEE of the VICTORIA
RECREATION CLUB cordially invite
the LADIES of HONGKONG to the ATHLETIC
SPORTS to be held on the RACE COURSE,
TO-MORROW (SATURDAY), the 27th inst.

FIRST RACE, 1.30 P.M. Sharp.
Hongkong, 26th March, 1897. [521]

HONGKONG FOOTBALL CLUB.
THIRD ANNUAL DINNER.
TO-MORROW (SATURDAY), at the HONG-
KONG CLUB, at 8 P.M.

F. BROWNE,
Hon. Secretary.
Hongkong, 26th March, 1897. [522]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR KOBE (DIRECT).
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched as above
on SATURDAY, the 3rd April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th March, 1897. [526]

Intimations.
DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.

GINGER ALE.
SARSAPARILLA.
RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 21st March, 1897. [3792]

TO SUBSCRIBERS.
SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.

WINE
AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at the
DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Claret, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINE and SPIRITS
to be genuine when bought direct from us in the
Colon or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 15th September 1896. [6]

The Hongkong Telegraph.

HONGKONG, FRIDAY, MARCH 26, 1897.

TELEGRAMS.

REUTERS MESSAGE.
GRAVE CRISIS IN EUROPE.

LONDON, March 24th.
It is stated that Germany, whilst declining to
send troops to Crete, threatens to withdraw from
the Concert unless Greece is blockaded.

The Daily Chronicle states that Great
Britain will abstain from taking any part in the
blockade of Greece.

(From Diario de Manila.)
THE UNITED STATES NAVY.
MADRID, March 19th.

The President of the American Republic has
stated that it is desirable to place out of com-
mission fifteen cruisers of the American Navy
for reasons of economy.

THE NEW COINAGE FOR THE
PHILIPPINES.
MADRID, March 19th.

The April mail steamer from Barcelona will
take out the first shipment of the new dollars
being coined for the Philippines. The profit on
the coinage will be credited to the Philippines
Treasury.

THE WAR IN THE PHILIPPINES.
We have been favoured by the Spanish Consul
with a copy of the following telegram received
from the Secretary of the Government of the
Philippines:—

MANILA, 25th March, 7.15 p.m.
Imus, Cavite, captured by our troops
The Spanish flag was hoisted at the Church
tower at 3 p.m. Old Cavite on fire. Very im-
portant victory for us. More details will follow.

LOCAL AND GENERAL.
THE Undaunted will be here in a day or two
from Nagasaki.

It is reported that Phya Dabow will be
appointed Siamese Minister to the Court of St.
James.

THE decree issued forbidding arrivals from India
to touch at the port of Marseilles has been
revoked.

A FRENCH expedition from Dahomey has in-
vaded Bousa in the Niger territory and seized
the capital.

LAU CHUWU received a well-deserved sentence
of 3 months' "H.L." to-day for snatching a pair
of shoes from a woman.

CHAN SHING, a coolie, was to-day fined \$100 or
3 months' gaol for being unlawfully in possession
of a revolver and cartridges.

UN KIM, for having stolen clothing valued at
\$4, was to-day sent up for 42 days, and Leung
Wai got 14 days for the theft of a jacket valued
at 30 cents.

We understand that another case of small-pox
was discovered on board H.M.S. Centurion
while she was being overhauled recently in
Kowloon Dock.

THE Spanish Government have issued in-
structions that a speedy survey be made for a
system of cables uniting Luzon with all the
neighbouring islands and terminating at
Mindanao.

H.M.S. Grafton and Ratanow are now on their
way to Hongkong from Manila and Singapore
respectively. The former should bring important
news about the recent engagements, at Imus,
briefly reported by cable yesterday.

APPARENTLY the pillory is to be revived in the
United States, as a late number of the Scientific
American gives the following description of a
"Punitive Chair" recently patented by a Mr.
Sanford J. Baker, of Oakland, Maine.—This
is a chair made of metal slates in which the
occupant is to be held in a sitting posture, though
not bound, the chair forming substantially a cage
secured on a wheel base, to be drawn to and
left on a public square.—It is designed for the
confinement of drunkards, tramps, or other
objectionable persons or criminals, the occupant
being visible from the sides as well as the front.
A table is secured to the front of the door and
food is placed there for the occupant.

It is generally supposed, Rear-Admiral
Ernest Rice should succeed Sir John Fisher as
Controller of the Navy, the post of Superin-
tendent of Portsmouth Dockyard will fall to Rear-
Admiral J. Fellowes, C.B. It was assumed at
one time that Sir F. G. D. Bedford would
succeed Lord Walter Kerr in command of the
Channel Fleet, but rumour is now in favour of
his taking the China Station, to be followed by
Portsmouth Dockyard, and of Vice-Admiral
H. F. Stephenson, who recently had the com-
mand in the Pacific, being the next Commander
of the Fleet. It is rumoured at Portsmouth that
Sir Nowell Salmon's time as Commander-in-
Chief is to be somewhat extended. His tenure
of the appointment expires on June 22nd, but it is
expected that this will be prolonged in order
that he may remain in command over the
festivities caused by the Queen's long
reign.—Army and Navy Gazette.

For unlawfully boarding a ship in harbour
Cheong Ping Nam, a "farmer," was fined \$50 or
two months' imprisonment.

A RECKLESS truck driver named Chan Kam
injured Mullie Box, an Indian P.C. He was
fined \$7 or 23 days and ordered to pay Mullie \$3
or retire for 10 days.

LEUNG Ki, cook, and Chan Kan, quartermaster,
of the steamer Hanoi, were charged at the
Magistrate to-day with having stolen clothing,
&c., value \$17, from the ship. The first defend-
ant was sent to goal for six months, with hard
labour and the second was bound over for six
months in sureties of \$100.

HER MAJESTY'S ship Eudymon, 7350 tons,
and Albatross, 5400 tons, with relief crews for
the China Station, have passed Singapore and
are due here on Monday, the 29th instant. They
will refuel here, take over the crews of the ships
for which they have brought reliefs, and leave
for England about the 10th April, after a stay
here of about a fortnight.

THE enquiry into the Tai-ping-chen fatality was
this afternoon again adjourned until Wednesday,
the 31st inst., at 2.30 p.m. Mr Pearson gave
evidence as to the safety of the building. Hon.
F. A. Cooper (Director of Public Works) deposed
that he was on the scene after the fatality and
examined the debris. The jury was as follows:—
—R. C. Wilcox, H. Papler and A. A. H. Botelho,
jur.

THE Band of the West York Regiment will play
the following programme at the V. R. C. Athletic
Sports to-morrow:—

Fast March "Tannhauser" Weger
Reminiscences Berlin F. Goffrey
Polka "Wanderer" F. Goffrey
Song "Dear Heart" M. M. M. M.
Fantasia "Espagnol" M. M. M. M.
Grave Dance "Tannhauser" M. M. M. M.
Valse "Tannhauser" M. M. M. M.
Selection "Cavalleria Rusticana" Mascagni

THE Commandant's parade of the Volunteers
took place at the Parade Ground yesterday
afternoon at 5.30 p.m. A large muster manning
9 guns and the majority of the officers attended,
including C. P. J. Francis. The manoeuvres were
satisfactorily accomplished and "Our
Own" had much difficulty in getting over the
wretched ground. It is to be hoped that the Polo
Ground will be chosen as the scene of the annual
inspection, otherwise the Volunteers will
have little chance of showing much "form."

THE statement made in these columns a few
days ago, on the authority of a Shanghai paper,
that Chang Yin Huan, who has been selected
by the Emperor to represent him at the celebra-
tion of the Queen's Diamond Jubilee, will pro-
ceed to London via Canada seems to be correct
and our evening contemporary published a
special message on the subject to-day con-
firming the news. His Excellency was to leave
Peking to-day and it is stated that he is autho-
rized, *inter alia*, to discuss with Lord Salisbury
the delicate matters connected with the proposed
increase of the Chinese Tariff.

THE China Gazette calls attention to what it
styles "an instance of the extraordinary celerity
with which the high and mighty heaven-decreed
Imperial post does its work." It says:—The
German steamer Agata, carrying the Imperial
Chinese mails (ahem!) from the British Colony
of Hongkong, where they were handed over to
the new alleged Post Office in all good faith on
the 12th inst., duly arrived at the wharf
(Shanghai) early on the afternoon of the 18th.
The ship came up direct and one would have
thought the Imperial Chinese Postal Secretary
would have made arrangements to have one of
the numerous Customs launchmen meet the steamer
and bring the mails up to Shanghai. He did
nothing of the kind, however, and it was only 5
o'clock yesterday afternoon that the mail bags
were leisurely taken off to the Imperial Chinese
Post Office, where they in all probability still
remain. Up to the time of writing (6 p.m., 21th)
we have not received a single paper or letter of
the Agata's mail. Her mails were actually lying
alongside the wharf for 28 hours before they
were taken off.

FROM the statements in Parliament made by
Lord Salisbury and Mr. Balfour, it is, says the
Globe, clear that Europe has so far opposed
Greece in the interest not of Turkey but of peace.
If Greece were allowed to seize and appropriate
Crete, Turkey would adopt measures in her own
defence which, as Mr. Balfour insists, would
involve war—a war, moreover, of which the
consequences could not be foreseen. As it is
those who are directly concerned in the future of
South-eastern Europe are preparing for
emergencies Turkey is calling out her army
and her fleet; Russia is disposing her forces in
view of contingencies, and Austria stands anx-
iously on guard watching events in the Balkans.
On the Macedonian frontier, as in Crete, Greece
appears ready to take further anti-Turkish action,
and semi-official journals do not hesitate
to discuss anew the question of the possible
partition of Turkey. The maintenance of
Turkish integrity is insisted on, only from the
standpoint of expediency. What is to take the
place of the Turkish Empire when dissolution
has been accomplished? The terrible uncer-
tainties which wait on the answer to that question
are the Sultan's sole guarantee that Europe will
be on his side. The break-up of Turkey would
disrupt the European Concert. International
jealousy and mistrust are as prevalent as Turkish
misrule. Ample as have been the proofs given
by Great Britain that her aims in dealing with
Turkey are purely altruistic, even Russia, to
please whom the British Government has
almost stultified itself, is said to be arming
in order that she may be ready to cope with Great
Britain in the Mediterranean.

CHANGES IN THE CUSTOMS SERVICE.

With the opening of the Tientsin River the
usual "General Post" trick seems to be in full
swing among the Staff of the Chinese Imperial
Customs.

From reliable sources we learn that three
Commissioners have resigned, *eg.*, Messrs.
Woodruff, Hirth, and Boyd Bredon, all good men
and true, and we are quite sure that the numerous
friends they will leave behind them will miss
them very much when they are gone.

In the case of his long and able Com-
missionership Mr. Woodruff has ex-
perienced some very rough times, having
been through several riots of a more or less
dangerous nature, and his calm and cool judg-
ment was used with great effect during the riot
at Canton several years ago when Shamen was
nearly lost by the rioters, and Mr. Woodruff
nearly lost his life in returning from the
city, where he had been to fetch the Chinese
troops by whose timely aid the Shamen
was soon cleared of the mob. No Commissioner
has ever filled his post with greater tact or
ability, or given more general satisfaction, than
Mr. Woodruff.

Mr. Hirth, the Service will lose a distin-
guished sinologist and one who has served his
chief with ability and discretion wherever he
has been stationed. Mr. Hirth's profound
knowledge of a language, the study of which
has fairly daunted many other Western minds,
will no doubt lead to continued useful employ-
ment among his own studious countrymen.

Mr. Boyd Bredon will be greatly missed at
Chunglo and elsewhere where he has been
stationed. He has always proved himself a
gentle host and staunch supporter of British
sports and pastimes. It is whispered that he
has decided to try "double harness" for the
future.

To each and all of these gentlemen we sin-
cerely wish good luck, long life, and prosperity.
And now gentlemen of the lower rank, step
up, by seniority, and fill these places.
We doubt we shall soon hear of several spring
promotions.

Mr. S. J. Hansch, for several years past on
the Kowloon Customs Staff, has just been ordered,
by telegram, to proceed to Canton, and our
champion of the bowling alley will be much
missed by his many friends here for he was an
honest friend, and a courteous and efficient
officer.

Mr. Surplice has been transferred from the
Revenue cruiser service to the Indoor Staff,
Kowloon Office.

THE ODD VOLUMES SOCIETY.
LECTURE ON "THE CHINAMAN AS A SOLDIER."

Mr. W. Macchell delivered an exceedingly
interesting lecture at the City Hall this after-
noon, under the auspices of the Odd Volumes
Society and before a large audience. The subject
was "The Chinaman as a soldier" and the way
in which it was treated by the lecturer showed
that he had made it a deep and serious study.
He opened by referring to the uncertainty
attaching to the term "Chinese soldier," and
then proceeded to quote the views of Sapp,
Cragh, and Sir J. Pope Hennessy as regards the
"Chinese soldier." The latter in 1880
had suggested that Chinese troops should
be used in India and the former spoke
of them as learning the use of arms much
quicker than Indians. The use of Chinese
soldiers in the operations against Canton and in
the Taping Rebellion was touched upon and
then Mr. Macchell, who was *en route* on the
subject, touched upon details, saying that, given
good food and fair pay, no army was more
easily dealt with, and the adaptability of the
Chinaman was also dwelt upon. The endurance,
patience and mobility of Celestial also received
attention and a number of authorities were
quoted, including Gen. Gordon, Dr. Rennie, F.
H. Balfour, McGee, Cragh, Hennessy, Lord
Waldley, General Sir J. Grant, L. Oliphant,
Williams, Drake, Henry, Giles, and Prof. Dou-
glas. The lecture was listened to throughout
with the utmost attention and the lecturer had
very hearty applause. H.E. Major-General
Wilson Black presided.

THE DIAMOND JUBILEE.
The following letter is being circulated for
signature by Mr. Gresham Stewart:—

Hongkong, March, 1897.
Hon. J. H. Stewart Lockhart,
Sir, I reply to your advertisement asking
for suggestions in regard to a permanent mem-
orial for the Diamond Jubilee of H.M. the Queen,
we the undersigned would earnestly bring to
your consideration, and that of the Government,
the desirability of having a road at or about
sea-level round the entire Island.

The advantages accruing from a road of this
sort are such as to warrant a large outlay,
which could be spread over a number of years
if necessary, but the commencement of the first
section we think would be a very suitable step
to take on such an auspicious occasion as the
present.

The road would be a permanent memorial of
the event which we celebrate this year by the
name which would be given to it.

The Victoria Jubilee Road on Diamond
Jubilee Road.

The road would be unique, and as far as we
know there would be nothing similar to it in the
world, the configuration of the Island lending
itself most effectively to the purpose.

It would further be of value as a defensive
instrument in the event of our Island ever being
invaded, as the possibility of an armoured
or armoured motor cars is one which would
render the landing of a hostile force practically
impossible.

The road opens up possibilities of some
relief to the present congested state of the north
side of the Island by rendering it possible for
people to settle at Tytam or Cape d'Agular or
elsewhere, and at any rate it brings it within the
power of everyone to enjoy the refreshing breezes
of the South-west Monsoon, which would be
accessible to all by improved means of locomo-
tion.

Compelled as we are to live our lives on a
small island such as this, it is difficult to say
too much in favour of the change, recreation,
and beneficial exercise which a road of this sort
would place at the disposal of everyone.

The bicycle, largely used by all classes of
the community both Foreign and Chinese,
would bring the hitherto unexplored beauties
of our Island within reach of everybody. It
would be a new and glorious addition to the
walks of the pedestrian. It would be a splendid
road for riding and being available for
jocundity would be a boon to those who are
unable to enjoy active bodily exercise themselves.

It would further unite our Queen's name with
the work, if the mileage round the Island were
counted from Her Majesty's statue instead of as
at present from the Clock Tower. Inevitable
changes in the town may cause the removal of
the Tower to some other and more prominent
position, but the statue will in all probability
remain on its present site as long as the colony
exists.

We sincerely hope that the opportunity which
now offers itself for commemorating the mag-
nificent work will not be thrown away.

We are, Sir,
Yours most obedient servants,

THE MILITARY MULET.
The following correspondence, which speaks
for itself, has been forwarded to us by the Hon.
C. P. Chater for publication:—

THE GOVERNOR TO SENIOR UNOFFICIAL
MEMBER.
Government House,
Hongkong, 20th March, 1897.

Sir, I have the honour to forward for the
Information of yourself and your colleagues in
the Legislative Council the enclosed copy of a
despatch from the Secretary of State for the
Colonies on the subject of the Ordinance deal-
ing with the Military Contribution.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) WILLIAM ROBINSON.
The Honourable C. P. Chater, etc., etc.

(Enclosure.)
Downing Street,
12th February, 1897.

Sir, I have the honour to inform you that
Her Majesty will not be allowed to exercise her
power of disallowance with respect to Ordinance
No. 81 of 1896 of the Legislature of Hongkong
entitled "An Ordinance to appropriate a sum
equivalent to seventeen and a half per centum
of the Colonial revenues as a contribution for
the defence of the Colony" a transcript of which
accompanied your despatch No. 295 of 30th
December last.

I have to request that you will convey to the
unofficial members of the Legislative Council
my regret that the Ordinance was submitted to
them before the receipt of my despatch in
answer to their despatch No. 225 of the 23rd
September, 1896.

I have, etc.,
(Sd.) J. CHAMBERLAIN.

THE VICTORIA RECREATION CLUB SPORTS.

The third annual athletic meeting of the Victo-
ria Recreation Club is fixed for to-morrow, 27th
instant, for which closed list Friday.

I understand that the number of entries for the
different events somewhat exceeds those of last
and previous years, and this, together with the
new departure that has been made in the form
of a half-mile bicycle race for ladies, should be
sufficient to ensure a most successful and en-
joyable afternoon's sport. The only thing that
remains to hope for to complete the success of
the meeting is that the weather will turn out
favourable in every sense of the word, which,
though I am no weather prophet, I am inclined
to think will be so.

The bicycle race for ladies is by no means out
of place, and should be the most exciting as
well as the most interesting event in the whole
meeting. I see a great many ladies go out for
an afternoon's spin, sometimes far out

MARINE COURT ENQUIRY.

RE LOSS OF THE S.S. "OLAMORGANSHIRE."

At the Harbour Office to-day a Marine Court of Enquiry was held regarding the loss of the British steamship *Olamorganshire*, official No. 29,657, Hugh Morris Vyvan, master, of Cape St. James on 7th inst. The Court consisted of Comdr. Murray Rumsey, R.N. (President), Comdr. Kappel Wade (H.M.S. *Centurion*), Capt. R. Archibald (s. *Empress of China*), Capt. H. Smith (s. *Doris*) and Captain E. J. Butler (s. *Changsha*).

Captain Vyvan stated that his certificate was issued at Liverpool on March 3rd, 1897. The ship had her proper complement of officers and crew. They left Hongkong on March 4, at 3.30 a.m. in ballast, for Saigon. The ship was drawing 13 ft. 4 in. forward and 17 ft. 8 in. aft. In the China Sea had fine weather until 8 a.m. on the 7th, when they passed Cape Padaran they steered various courses after that by chart. At 4 p.m., they shaped a course 65 W., 61 S., and were roughly speaking, 25 miles off Cape St. James. The position at 4 p.m. was ascertained by cross bearings of Cape Island and Cape Point. At about 5.15 she struck a very heavy, rippling the bottom out from the stem to the engine room bulk-head. The vessel's condition at the time was about 11. Boats were at once swung out, and at 5.45 the chief officer was sent away with a boat to go to Cape St. James to wire to Saigon for assistance. Soon after midnight the weather increased and the boats were lowered. The ship filled and she was down by the head; the engine room, No. 1 hold and the forward compartments filled almost instantly. They sounded round her and found from 8 to 8.4 fathoms under bow and stern. After striking the ship was bumping all the time, bow and stern both lifting. The launch began to lift so that he lowered the starboard boats first. All the boats were provided and supplied with water at once. The chief officer was unable to land at Cape St. James owing to wind and sea. He drifted up the river, was picked up and reached Saigon next morning. Lloyd's agent there sent a steamer and a diver. After midnight took all the people off and the increased bad weather and anchored the boats under lee of the ship. The second mate went off in his boat, and the third mate and witness remained, and after a while he told the mate to make the best of his way to Cape St. James. The steamer sent from Saigon did not come to the vessel, but only went to Cape St. James. Witness remained by the ship till 8 a.m. and took the lady passenger out of the boat on board the ship. He would have taken his chance, but not one of the 22 people in the boat were capable of sailing her, so he had to take charge. He left the ship at noon. The European boat and carpenter went with the witness, to whom he gave the best crew. Witness had the engineer and other Europeans who were not sailors. When he left the ship she was full in No. 2 and 3 holds and she was leaking through the tunnel and from right forward to the engine room was over the 'twelve decks in water. Leaving the ship they went to Cape St. James and were picked up there by the *Batandur*. Witness asked the captain of the steamer to go to the ship, but he said he was obliged to return to Saigon. The British Consul made arrangements for the steamer *Decatur* to bring the crew to Hongkong. When witness left the ship for Cape St. James, he left five men with the chief officer in charge of the vessel. On the morning of the 14th they came to him at Cape St. James and said that they had been forced to abandon the ship owing to the sea being very rough. Witness then sent a telegram to the owners stating that the ship was a total wreck. The behaviour of the European portion of the crew was very satisfactory, but the Malay seamen and Chinese firemen were worthless.

The Chief Officer said that he was navigating the ship up to noon on the 7th, and was in his cabin when the ship struck. All hands turned out and the captain ordered witness to put off for assistance in a boat to Cape St. James. Before leaving the ship witness looked below and saw the lower hold full of water. The crew behaved very well up to the time he left. He returned to the ship on the 10th. There was no doubt that the ship was a total wreck when he left her finally on the 14th to join the captain at Cape St. James.

Frank Moorey, the third officer, said that he was on watch from 8 to 8 p.m. on the 7th. The ship struck at 5.15 p.m. when witness was walking across the bridge; he did not see any shoals or breakers ahead. On a previous voyage in the *Carmarthenshire* from Hongkong to Saigon a similar course was taken. The wind was moderate at the time the *Olamorganshire* struck.

After the above evidence had been taken the members of the Court retired to consider their findings, which was as follows:—

The steamer *Olamorganshire* left Hongkong on the 4th March on a voyage to Saigon. That after being inside the Breto Bank in the afternoon of the 7th inst., the ship struck and remained lost. That the water rose to the level of the lower decks and it was evident that nothing could be done to save the ship. The Court is of opinion that no blame can be attached to the captain for the casualty. That the ship appears to have been navigated well, in a proper and seamanlike manner, and the ship was supplied with the latest admiral's chart in which the danger is not marked.

No blame being attached to the Captain, his certificate was of course duly returned to him.

LUNGCHOW.

Recent intelligence from Lungchow, one of the Chinese Treaty Ports on the Tonkin frontier, indicates that quite a noteworthy amount of progress and development has been effected in that sleepy little town.

The French railway is being pushed along towards that town from the frontier, and it is anticipated that traffic will run through there about two years hence. A glance at the map will show the relative positions of this place and the newly opened ports on the West River and demonstrate more clearly than words the object of the French railway extension in that direction.

The climate of Lungchow appears to be the salubrious, and the little band of pioneers are all well. The Commissioner of Customs, Mr. H. B. Morris, has commenced the new Customs offices and residences, which will be finished in September, when the staff will be transferred to them, and they then expect to be much more comfortable. They are about modest four-roomed bungalows, but "the site is fine, the Customs House and residences standing along the bank of the river for 500 feet, and the view is not equalled by that from any Customs property in China, now that Tientsin is gone."

Lungchow also has the advantage of ladies' society. Mrs. H. B. Morris being there at present to brighten up everybody and everything, and keep the little community thoroughly civilized.

The French are by no means too previous with their railway "money," across the border of Tonkin and China, for where the West River will be in fact open, not later than

the 4th June the Franco-Chinese railway to Lungchow will not be worth a row to Messieurs les Français for two years at least. It might be well were our Gallic neighbours to accept the situation as it is and not long for what can never be. They wanted to nullify with their railway all advantages that might be reaped by British and German traders through the opening of the West River, and it is evident that they have counted their chickens before they were hatched. At least, that is the commercial view of their latest *fauz pas*, but it is possible of course that the railway will yet serve some useful strategic and political purpose. Who knows?

THE GREAT FIRE AT SHANGHAI.

THE EWO SILK FACTORY COMPLETELY DESTROYED.

TAELS 300,000 DAMAGE.

SEVERAL INSURANCE OFFICES HIT.

Shanghai, March 26th. Shortly before midnight last night the hands at Messrs. Jardine, Matheson & Co.'s Waste Silk Filature left off work for the customary half-hour's respite, and the several departments of the filature were locked up as usual for safety's sake until the operatives returned. Amongst these departments was the drying-room, in which a large quantity of material was undergoing a drying process. This room was locked, but a few minutes after the workpeople left it was seen to be in flames. The alarm was given to the police by the manager, who proceeded to the place of the outbreak, but nothing could be done owing to the apparently total absence of any available water supply, consequently the fire spread rapidly assuming alarming proportions, and it became evident that the building was doomed, before the firemen arrived the flames had spread from the drying room to the adjoining buildings, which by this time were well alight.

The police, as was said before, were telephoned for, and assistance was telephoned for to Mr. Lewis Moore, Superintendent of the Shanghai Fire Brigade. Intense state of mind help was badly needed, and on this Mr. Moore instructed the firemen to work at the different stations of the alarm on the fire-bells. This was done, "number one" district being signalled with the bells. The firemen turned out smartly, the Hongkong M.H. Loong being first on the scene, and followed in a few seconds by the Hongkong No. 2 Co, but at a first glance it could be seen by practical men that there was very little hope of saving the immense buildings, for instead of hydrants being dotted about the premises—as the nearest one which stood on the road, right opposite the gateway—was between one and two hundred yards away, the next nearest being double that distance off. Two or three trucks were immediately stripped of their hose, which was unhappily found to be sufficient for one stream only, but as additional trucks arrived more hose was obtainable, and finally three streams were brought into play. The whole filature, however, was now one mass of leaping, roaring flames, and it was not long before the roofs of both main buildings and wings fell in with a deafening crash. Long before this time, it was very clear that the three streams of water were totally insufficient to cope with the conflagration—indeed, it would have taken a number that number to have surrounded the building, and then only at considerable intervals. Extra assistance was therefore sent for, and the Hongkong No. 3 engine and the fire steam-ship arrived. The engine was placed beside the large tank, which lies in the space between the large tank and the east wing, drawing water therefrom while the steamer got right in close to the river bank, two lines of hose being laid from it to the burning buildings. These four additional powerful streams were brought to bear upon the fire and control was very gradually being obtained. Then a new difficulty was encountered. Owing to the high walls, which, left unsupported by beams, bulged by the heat and weighed by the mass of debris and machinery within, threatened at every moment to fall and overwhelm those who stood on the roof, the fire was not under until the light in the eastern sky heralded the approach of day; then the weary firemen were able to relax their efforts, and leave what was by this time no more than a vast heap of ruins. This was at 7 o'clock.

The scene of the catastrophe lies some little distance beyond the Shanghai Water Works, at which Mr. and Mrs. A. P. Wood reside, and who very kindly supplied comforting and much-needed refreshments to the firemen. A word of praise is due to the officers of a small Chinese gunboat, moored off the scene of the fire, who, at the party of men above with it, must be admitted, primitive and westerly pumps, but who, nevertheless, succeeded in being the first to get water on to the burning buildings, but the fire was of too great a magnitude to be checked by their strenuous but inefficient efforts. The main works: very well, they did their best, and more than that cannot reasonably be expected.

At noon to-day the fire was still burning, bursting out here and there in fitful flames where anything was left to consume, but otherwise nothing but portions of the walls, bent, shattered and twisted machinery lie in huge heaps covered with bricks, tiles and charred timber, and all hopelessly and irretrievably ruined.

There were some 700 hands employed at the filature, and of these 100 were at work last night. They will, of course, be thrown out of employment, as there is absolutely nothing left of the buildings in which they were employed.

The cause of the fire is at present unknown, but it is believed to have arisen through the overheating of a pipe which passed through the engine-room up through the drying-room above.

The following is the list of insurances on the premises:—

MAIN BUILDING AND MACHINERY—TOTAL LOSS.

Royal	Tls. 40,000
Hongkong	" 30,000
China	" 30,000
South British	" 20,000
Lancashire	" 15,000
Commercial Union	" 15,000
Total	Tls. 150,000

The risks on the stock in the main building and godowns were:—

Royal	Tls. 50,000
Aika	" 30,000
Hongkong	" 20,000
China	" 10,000
New Zealand	" 10,000
Total	Tls. 95,000

The main building, stock, and machinery, as has been stated, are totally destroyed, but the godowns and other buildings are intact, while additional buildings in course of erection remain unscathed by the fire.

"RAFIERS, NOT RENTS."

LORD SANDHURST ON THE SITUATION.

THE BASIS OF COMPENSATION TO BE RAFIERS, NOT RENTS.

BOMBAY, February 27th.

The most important public pronouncement that has fallen from the lips of H.E. Lord Sandhurst in regard to the existing plague epidemic was that which he addressed to the members of the Chamber of Commerce, in the Council Room of the Secretariat, yesterday afternoon. It had originally been intended that the deputation should consist of members of the Committee, but in deference to the wishes of Lord Sandhurst himself the members of the Chamber generally were invited to attend. The response to the invitation was very large, scarcely any of the firms connected with the Chamber being unrepresented. Lord Sandhurst was accompanied by his private Secretary, Mr. Heaton, I.C.S., Mr. J. D. C. Aikler, I.C.S., who is his capacity as Secretary in the General Department, and to deal with communications from the Chamber in regard to the epidemic, was also present. Mr. Abernethy, the chairman, briefly introduced the deputation to Lord Sandhurst, and echoed the feelings of all present when he said that they would listen with intense interest to the remarks his Excellency might have to make.

Lord Sandhurst spoke for more than half-an-hour with great earnestness and deliberation. The figures he quoted necessitated frequent reference to manuscript notes, which Mr. Heaton held ready to hand. Having assured his hearers of his sympathy with the trading interests of the city at this time of crisis, the Governor admitted that there was no body of men in this city who were more entitled than the members of the Chamber to lay their views upon the present situation before Government. Knowing as he did that it did not always require extreme circumstances to call for the strong expressions from individuals collectively or alone, he could not have been surprised if the letter he had received from them had been severe both upon the Government and the Executive of the Municipality. But this was not the case, for their letter was one of studious moderation. After referring to the action taken to lay suggestions of the committee in regard to quarantine arrangements before the Government of India, the Governor remarked that it was unnecessary for him to speak in terms of warm approval of the work of Mr. Snow and his colleagues. The fact that they had done their utmost to get the upholders of the Government's policy, and his view of the matter was endorsed by the Government of India, by whom it had been reported to the Secretary of State. His Excellency then proceeded to detail the powers which had been conferred upon the Commissioner for dealing with the plague and the measures which had been adopted, as well as the powers conferred upon local authorities in the Mofussil. Incidentally he expressed his thanks to Brigadier-General Gatacre for his promptitude and organizing capacity in the matter of the hospital at Government House, Parel. He was glad to have the opportunity to do so because a strong attack had been made upon the institution by "someone whose name he did not just then remember." His Excellency especially referred to the house to whose visitation being carried on, and to the good results likely to accrue therefrom, especially as the Justices of the Peace who had volunteered their services would enable the progress of the work to be quadrupled. Two of the four medical men, who had experience of the plague, had been placed on special duty at the Secretariat, and in the light of the experience gained at Hongkong would very shortly report to Government as to whether further measures were immediately necessary. Dealing with the work to be done in the immediate future, Lord Sandhurst said that the pulling down of buildings which were insanitary or insanitary was of great importance. He was convinced that the work was necessary if any permanent benefit was to be obtained—an opinion received with cheer. He had been told that the expense of compensating owners would be prohibitive, but for his own part it seemed to him that it would not be right to give compensation for crowded and totally insanitary dwellings upon the capital value of the rents. He was of opinion that the basis of compensation should be the actual value of the structure; "that rafflers and not rents should be the basis of payment to those who had obtained large profits out of insanitary and overcrowded buildings to the detriment of the health of the population, building the city as a dream, but it seemed to him that when the dream was over, the reality remained to him in Bombay were past, the foundations would be laid of a new Bombay—happier, more beautiful, and not less wealthy than she was before she was stricken down by plague.—*Times of India*.

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Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the 31st MARCH, 1897, at 4 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 13th March, 1897. [491]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 30th day of March, 1897, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Hung Hom, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Containing	Contents in	Annual Rent	Upset Price
1	Hung Hom	100	100	100	100

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Entimations.

CAROLINEUM AVENARIUS
Used for 100 Years.
With the U.S. Success.
The only reliable preparation for Wood and Stone against White Ant, Decay, Fungus Rot and Damp.

Sole Agents for China,
S. HEALE & Co.
Hongkong, 16th March, 1897. [133]

F. CAZANOVE,

BORDAUX.
GOLD MEDALS
Bordeaux, 1882, Paris, 1889.

LIQUOR

OF THE REVEREND FATHER
A. KERMANN.

This liquor is employed with success by the BORDAUX and FACILITATES the digestion.

TOMIC WINE
Of the late Father A. KERMANN
MOKA-SINA of Dr. GOLLZ
CREME DE MANDARINE
AVELINE VANETTE SUPERFINE

Apply to Messrs. DODWELL, CARLILL & Co.,
Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.

WORTH A GUINEA A BOX

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS

SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.

Prepared only by the Proprietor—
THOMAS BEECHAM, 31, Holborn, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [191]

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its
great STRENGTH-GIVING PROPERTIES and at the
same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [138]

Entimations.

WASTE OF TIME

for us to "puff" our preparations, as every maker's goods are "the best" in
his own estimation.

PEACH-BLOSSOM SOAP
AND—
CHAMPAGNE BITTERS,

are number ONE.

Proprietors,
Hongkong, 13th February, 1897.

WATKINS & CO., [13]

THE CLUB HOTEL, 5, BUND, YOKOHAMA.
HOTEL METROPOLE, 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER in the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: 5,300,000
Head Office: 15, Avenue Maignon, Paris

WORKS IN EUROPE:
at LUXEMBOURG (BACALAN), France
at LUXEMBOURG (DYLE), Belgium

Railways and Tramways, Plant and Hoisting Stock, Carriages and Waggon, Wheels, and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Drilling.

Constructing and Working
Railways and Tramways

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, 16th March, 1897.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all diseases of Throat and Lung Diseases. It stops coughing, relieves inflammation, overcomes the excessive wasting of the system, and builds up strength. Its many uses in building up the system are too numerous to mention.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"JAPAN,"
FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted on mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Paromatta*.
From Australia, &c., ex S.S. *Valda*.
From Calcutta, &c., ex S.S. *Malta* and *Sumatra*.
From Madras, &c., ex S.S. *Camorta*.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 26th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 20th March, 1897.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"THAMES,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted on mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Ballaarat*.
From Australia, &c., ex S.S. *Chutan*.
From Penang, &c., ex S.S. *Purulla*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 22nd March, 1897.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC"

are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at Wharf, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining undischarged after the 30th instant, will be subject to rent.

No Fire Insurance has been effected.
J. S. VAN BUREN, Agent.

Hongkong, 23rd March, 1897. [12]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo Impeding the discharge or remaining on board after Noon of the 27th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th March 1897. [118]

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"ASLOUN,"

Captain O. Russell, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undischarged after the 31st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co., Agents.

Hongkong, 25th March, 1897. [150]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



1897. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twice Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 17th March, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS.
ATLANTIC AND PACIFIC CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st April, at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 22nd April, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th May, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 1st April, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 19th March 1897.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP-MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RARTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM AND P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 16th May, 1896. [159]

Mails.

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Tuesday... 30th March.
Bayern Tuesday... 27th April.
Prinz Heinrich Tuesday... 25th May.

ON TUESDAY, the 30th day of March, 1897, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Spuner, with MALES, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 27th March. Cargo and Specie will be received on board until 5 P.M. on Monday the 29th March, and Parcels will be received at the Agency's Office until Noon on Monday, the 29th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to
MELCHERS & Co., Agents.

Hongkong, 22nd March, 1897. [390]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Olympia 2,608 | Saturday... | April 3.
Braemar 3,601 | Tuesday... | May 11.
Tacoma 2,540 | Tuesday... | May 15.
Victoria 3,157 | Tuesday... | June 8.
Olympia 2,608 | Tuesday... | June 29.
Braemar 3,601 | Tuesday... | July 27.

THE Steamship

"OLYMPIA,"

Captain J. Truebridge, sailing at Noon, on SATURDAY, the 3rd April, will proceed to TACOMA (Wash.), calling at YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co., General Agents.

Hongkong, 24th March, 1897. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERANAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"ROSETTA,"

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on THURSDAY, the 8th April, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Oceanus* leaving that Port on the 1st May for London direct.

Bills and Valuations, all Cargo for France and Ton for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE, Superintendent.

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